

# BERNHARD SCHULTE GmbH & Co. KG

## M/V 'RENATE SCHULTE'

built 7/94 - Liberia Flag - Call Sign: ELQX4

IMO number 9057147 - Official number

Satcom A Phone : 125 07 55

Fax : 125 07 56

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Satcom C Telex : 463 648 910

E-mail: [ELQX4@globeemail.com](mailto:ELQX4@globeemail.com)

## M/V 'BERNHARD SCHULTE'

built 4/94 - Cyprus Flag - Call Sign: P3TN5

IMO number 9057135 - Official number

Satcom B Phone : 321 068 910

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Vessel participates in the FOBAS fuel quality testing programme. Samples are taken during each bunkering. Costs involved in the amount of abt. USD 280 per sample to be equally shared between Owners and Charterers.

Type: Selfsustained Cellular Container Vessel - Type B-186/II  
Class: GL +100 A5 E Containership IW Nav-0 + MC E AUT  
Built: 1994 Stocznia Szczecinska S.A., Szczecin, Poland  
Tonnage: International 14.619 / 7.890 GT / NT  
Suez 15.368 / 12.797 GT / NT  
Panama 15.452 / 11.779 GT / NT  
DWAT/Draft: about 20.280 mtns on about 10,113 m sswd  
Dimensions: Length over all : about 165,98 m Breadth moulded : about 25,30 m  
Length between pp: about 153,92 m Depth to main deck: about 13,50 m

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Containers: All intakes are always subject to vessel's stability, trim, deadweight, permissible weights, permissible lashing gear break loads, container lashing plan, ranges of visibility, Panama Canal regulations and OSHA rules in which case intakes and stack weights can be considerably reduced.

In holds	550 TEU	alt. 261 FEU	plus 28 TEU
On deck main deck	16 TEU	alt. 8 FEU	
1st tier	140 TEU	alt. 70 FEU	
2nd tier	176 TEU	alt. 88 FEU	
3rd tier	176 TEU	alt. 88 FEU	
4th tier	176 TEU	alt. 88 FEU	
5th tier	120 TEU	alt. 60 FEU	
Total weatherdeck:	804 TEU	alt. 402 FEU	

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Total holds and deck: 1.354 TEU alt. 663 FEU plus 28 TEU  
Intake basis Panama Canal range of visibility: 1.240 TEU  
Homogeneous intake: about 1.000 TEU  
Upto 174 units of 45' length respectively 71 units of 48' length may be stowed on deck.  
Possible stowage in holds: 4 tiers 8'6" + 1 tier 9'6", except in hatch no. 2

Container fittings: fully cellularized in holds for 40' units. Fitted with loose lashings for 20'/40'/45'/48' units.

Reefer connections: 120 reefer plugs fitted on deck (440V/60Hz/13,5kW/3 phases/3 hrs)  
(On inducement reefer capacity can be increased by means of Y-connections and/or power packs)

Stackloads:

	20' units	40' units	45' units	48' units
Tanktop :	140t	175t	---	---
Main Deck :	60t	90t	90t	90t
Hatches 1+2 :	40t	60t	---	---
Hatches 3-9 :	60t	90t	90t	90t
Uniform distributed load:	Tanktop		9,3 mtns/m <sup>2</sup>	
	Hatch Covers		1,75 mtns/m <sup>2</sup>	

Distribution of container weights within a single 20'/40' stack on deck to comply with the board manual for stowage and lashing of containers approved by class.

4 Holds/8 Hatches: No 1: 12,48 x 13,00 m - covered by 2 pontoons  
No 2-8 12,48 x 20,60 m - covered by 3 pontoons

Hatchcovers: Pontoon type hatchcovers divided into three longitudinal sections, except hatch no. 1 which is divided into two longitudinal sections. Port- and starboard sections can be opened without shifting middle sections. Middle section can only be opened after port- and starboard sections are removed.

Cranes: 3 x 45 mtons single cranes, outreach 28 m

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Tank capacities: IFO 1.368 cbm - MDO 198 cbm - Waterballast 6.748 cbm  
Endurance: about 12.000 nm  
Main engine: Sulzer 6RTA 62 of 12.180 kW at 109 rpm MCR  
Auxiliaries: 3 x 570 kW auxiliary engines, shaftgenerator 1.000 kW

Speed/consumption: about 19,5 knots on about 48 mtns IFO + about 2,5 mtns MDO (without reefers) at design draft of 9,45m basis clean/smooth bottom, even keel, deep and currentless water/sea with a temperature of max. 28 degr. Celsius, wind max. Bft.2 and sea not exceeding Douglas seastate 2.  
No MDO at sea with shaftgenerator engaged - in which case speed will be reduced depending on load - , except when reefer containers carried or hold ventilation being used, in case of emergency and/or navigation with reduced speed and/or navigation in restricted areas like approaches, shallow waters, etc.

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- Charterers to provide sufficient quantity of MDO during seapassages for operating auxiliaries/generators in case of an emergency.
- Port consumption: about 2,5 mtns daily when idle  
about 4,5 mtns daily when working cranes  
always excluding reefers and ventilation,  
plus some IFO for heating fuel oil tanks
- Fuel specification: ISO 8217:1996(e) or any subsequent amendment thereof  
RMG35 or better for IFO / DMB or better for MDO.  
Charterers shall only supply suitable fuels to enable main propulsion and auxiliary machinery to operate efficiently and without harmful effects. Fuels to be mineral based products, stable and homogeneous and shall not contain waste lubricants, chemicals or any other harmful substances. Sludge removal, if any, to be always for Charterers' account and time.
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- Fittings: Suez, Panama, WWF/Australian regulations, Bowthruster 590 kW,  
Satellite communication (phone/telex/fax/e-mail)
- Special features: Capable of carrying IMDG cargo under deck:  
Hold 1: IMDG 1, 2, 3, 4, 5.1, 6.1, 8, 9  
Holds 2-4: IMDG 2, 3, 4, 5.1, 6.1, 8, 9  
Electrically ventilated holds - 6 airchanges/hour basis empty holds –  
CO2 fitted.
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All details and information are given to the best of the Owners' knowledge, but are only to be taken as approximate and without guarantee.

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